

schooner with masts above water lies sunk in a depth of $7\frac{1}{2}$ fathoms in the approach to the Port of Alicante, in a position from which the green light on the east mole head bears N. 28° E., distant 6 cables, and Murcia Railway Station N. 23° W.

Approximate position, lat. $38^{\circ} 19\frac{1}{2}'$ N., long. $0^{\circ} 29'$ W.

[Variation 14° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Cartagena to Cape San Antonio, No. 1372; Port of Alicante, No. 469. Also, Mediterranean Pilot, Vol. I, 1904, page 157.

No. 1226.—PERSIAN GULF—MOUTHS OF THE EUPHRATES.

Shatt al Arab—Regulation respecting Speed of Vessels.

Information, dated 16th September, 1906, has been received through the Board of Trade, that in consequence of the damage caused by vessels proceeding at a high rate of speed in the Shatt al Arab and the adjacent rivers and tributaries, the Turkish Government has notified, through the Vali of Basra, that the speed of all vessels after passing Fao must not exceed five knots. Legal proceedings for damages will be taken against mariners who contravene this regulation.

Approximate position, Fao, lat. $29^{\circ} 58\frac{1}{2}'$ N., long. $48^{\circ} 29\frac{1}{2}'$ E.

This Notice affects the following Admiralty Chart:—Shatt al Arab, No. 1235. Also, Persian Gulf Pilot, 1898, page 289; and Supplement, 1905, page 28.

No. 1227.—MALACCA STRAIT.

One Fathom Bank Light—Alteration Postponed.

With reference to Notices to Mariners Nos. 127 and 680 of 1904 and 1263 of 1905:—

Further information, dated 20th September, 1906, has been received from the Master Attendant at Singapore that the alteration in the light exhibited from the One Fathom Bank Lighthouse, Malacca Strait, from revolving to a white group flashing light, showing groups of four flashes every fifteen seconds, will not be completed before the close of 1907.

Approximate position, lat. $2^{\circ} 53'$ N., long. $101^{\circ} 0'$ E.

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Charts:—Malacca Strait, Nos. 1355 and 794; Cape Rachado to Singapore, No. 795. Also List of Lights, Part VI, 1906, No. 423; and China Sea Directory, Vol. I, 1896, page 182.

No. 1228.—MANCHURIA.—SOUTH COAST.

Ta Lien Hwan—Regulations for Cancelled.

With reference to Notice to Mariners No. 123 of 1906:—

The Japanese Government has given further notice, dated 10th October, 1906, that the regulations respecting Ta Lien Hwan contained in the

above mentioned Notice have been cancelled and are no longer in force. The pecked lines from San Shan Tau Lighthouse, indicating the limits of the districts, have therefore been erased from the charts, and also the note that inside those pecked lines Japanese Harbour Regulations are to be followed.

Approximate position of San Shan Tau Light, lat. $38^{\circ} 51\frac{1}{2}'$ N., long. $121^{\circ} 50\frac{1}{4}'$ E.

This Notice affects the following Admiralty Charts:—Kwantung Peninsula, No. 1798. Also, China Sea Directory, Vol. III, 1904, page 586.

No. 1229.—SCOTLAND, WEST COAST—FIRTH OF CLYDE.

Irvine Harbour—Bar Light Re-established.

With reference to Notices to Mariners, Nos. 1140 and 1378 of 1905:—

Further information, dated 15th October, 1906, has been received from the Irvine Harbour Trust, that the Bar light (white fixed), exhibited from a beacon on the southern side of the entrance to Irvine Harbour, and which has been washed away, has been re-established and the temporary light discontinued.

Approximate position, lat. $55^{\circ} 36'$ N., long. $4^{\circ} 42'$ W.

The north perch, which had also been washed away, has been replaced by a wooden square pile beacon surmounted by a cage, situated about one-third of a cable seaward from the site of the former perch. The black buoy temporarily marking the position of the new perch has been withdrawn.

This Notice affects the following Admiralty Chart:—Firth of Clyde, No. 2159. Also, List of Lights, Part I, 1906, No. 742; and Sailing Directions for the West Coast of Scotland, 1902, page 40; and Supplement, 1906, page 4.

No. 1230.—NORTH SEA, ELBE RIVER—HAMBURG APPROACH.

Finkenwerder—Leading Lights Established.

The German Government has given notice, dated 13th October, 1906, that on the 15th of that month the undermentioned leading lights (unwatched) would be established on Finkenwerder:—

a. Two green fixed leading lights, elevated respectively 41 and 30 feet above high water, situated about 70 yards apart, N. 5° W. and S. 5° E.

Approximate position, rear light, lat. $53^{\circ} 32' 5''$ N., long. $9^{\circ} 52' 40''$ E.

b. Two fixed lights, the rear light being green, elevated 41 feet above high water, and the front light white, elevated 30 feet above high water, about 100 yards apart, N. 13° W. and S. 13° E.

Approximate position, rear light, lat. $53^{\circ} 32' 15''$ N., long. $9^{\circ} 51' 5''$ E.

[Variation 11° Westerly in 1906.]

This Notice affects the following Admiralty Chart:—Elbe River, No. 3262. Also, List of Lights, Part II, 1906, page 91; and North Sea Pilot, Part IV, 1901, page 209.